



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

in the high schools, and grade teachers, representing every grade of specialization in geography, worked side by side with great enthusiasm, that the great majority attended lectures from 8 o'clock to 1, and laboratory or field work from 2 to 6 on Monday, Tuesday, Wednesday, and Thursday, and all-day excursions on Friday and Saturday. The combination of indoor and outdoor work made such close application possible without injury to health.

Cornell University is admirably situated for a school of geography. Within easy reach of the Campus are many geographic features of exceptional interest, including Lake Cayuga, and many beautiful gorges and waterfalls. Fifteen afternoon or all-day excursions are made to points of geographic interest, besides four larger excursions to more distant points—Watkins Glen, the shore of Lake Ontario, the coal fields at Wilkes Barre, and Niagara. A special feature is made of these geographic excursions, and also of excursions for the study of commercial geography; and the full use that is made of the rich field adds greatly to the value of the instruction. In several of the courses the field work is made the basis of illustration of the application and use of field instruction in the schools; and throughout there is an effort to regulate and apply the work of the various courses in such a manner as to make them of most use to teachers.

RETURN OF THE BRITISH ANTARCTIC EXPEDITION.

On April 1 news came of the safe arrival of the *Discovery*, accompanied by the two relief ships, the *Morning* and the *Terra Nova*, at Lyttelton, N. Z. The *Scottish Geographical Magazine* (May, 1904) contains a summary of the expedition's work during its second year and of the *Discovery's* extrication from the ice.

The two relief ships reached the neighbourhood of the *Discovery* off the edge of the ice on January 5. Towards the end of January the ice began to weaken, and in the early days of February the opening had advanced within eight miles of the *Discovery*. Its advance was slow, but was increased by systematic blasting with dynamite. On Feb. 12th a general break-up of the ice began, and on the 14th the explosion of two heavy charges placed the *Discovery* in open water. Subsequently a period of heavy gales began, placing both the *Discovery* and the relief ships in jeopardy, but 75

tons of coal were successfully transferred to the former. The voyage to New Zealand was very rough, but the *Discovery* succeeded in proving the non-existence of the extreme eastern part of Wilkes Land, as hitherto represented on the map, and the fact that the Balleny and Russell Islands are identical. She sailed between these islands and the mainland—a passage never before accomplished. Further exploration was prevented by the shortage of fuel.

According to the account given to the press by Captain Scott, the winter of 1903 was less trying than that of 1902. The weather was colder, but less windy; one hundred degrees of frost were, indeed, recorded in May. In September sledging was again begun, and, in spite of the want of dogs, no less than seven important expeditions were made. The temperatures during these expeditions were very low. The following were among the more important of the sledge journeys:

On October 6, Messrs. Barne and Mulock, with four men and a supporting party of six, started for the strait in lat. 80° south. They encountered continuously bad weather and very heavy surfaces, but eventually reached the strait, and found that it contained a large glacier formed from the inland ice. Detailed information was obtained as to the exact point of junction between the barrier-ice and the land, and a dépôt established last year was found to have moved a quarter of a mile to the north. The party returned on December 13.

Messrs. Royds and Bernacchi, with four men, started on Nov. 10, with five weeks' provisions, and reached a point 160 geographical miles southeast of the ship, travelling continuously over a plain. No trace of land and no obstacles in the ice were encountered, and evidence was obtained showing this vast plain to be afloat. Mr. Bernacchi secured a most uniform series of magnetic observations. These journeys were performed under very unfavourable conditions of weather and ice surface.

Captain Scott and Mr. Skelton, with four men and a supporting party of six, set out to the west on October 12, and on October 18 reached a height of 5,000 feet on the glacier, 80 miles from the ship. Here the sledges failed on the hard ice surface, and forced the party to return to the ship. Another start was made on the 26th with a small party, which was delayed by the strong winds blowing from the summit of the heights, and was forced to remain six and a half days in camp, during which time the icy gale continued. The party gained the summit on November 11, and crossed

the magnetic meridian on November 20, in about long. $155^{\circ} 30'$ east. Captain Scott then proceeded west with two men, Evans and Lashly, for eight and a half days, and reached a point 270 miles from the ship, in lat 78° south and long. $146^{\circ} 30'$ east. The glacier was regained on December 14 and the ship on Christmas Eve.

The result of these two last-named journeys is to show that the interior of Victoria Land stretches continuously at a height of 9,000 feet, and is evidently a vast continental plateau. No land was visible above the ice after losing sight of the ranges which front the coast. The glacier valley affords magnificent scenery, and gives a natural geological section of the mountain. Mr. Ferrar and two men accompanied Captain Scott to the summit, and on the return journey they explored the valley in detail, and discovered sandstone, with plant remains. The plants are dicotyledons, probably of Miocene Age.

The result of the journeys made respectively by Messrs. Royds and Bernacchi and Lieutenant Barne and Mr. Mulock is to confirm the conclusion previously arrived at by Captain Scott, Lieutenant Shackelton, and Dr. Wilson, that the whole of their great sledge journey of the previous year was made on sea-ice. It would thus seem that there is a great arm of the sea which extends southward for an unknown distance between Victoria Land on the west and the rising land at the east end of the great Ross Barrier.

The expedition has thus resulted in a large addition to geographical knowledge, and it must be a source of great satisfaction to all to know that the *Discovery* has returned to civilization in safety and, with the exception of the sailor who lost his life during the first year, without leaving a man behind.

NEW MAPS.

AMERICA.

ALASKA.—Map of Alaska. Natural scale, 1:2,500,000, or 39.4 statute miles to an inch. Contour interval, 1,000 feet. Compiled by E. C. Barnard, topographer, under the direction of R. U. Goode, geographer. Preliminary Edition. U. S. Geological Survey, Washington, D. C., 1904.

This notable production marks a turning-point in the mapping of Alaska. It is the first map to express the topographical features or relief of the Territory by means of contours. This desirable end was made possible by the work of numerous Geological Survey parties in the six years, 1898–1903, the coast surveys of the U. S. Coast and Geodetic Survey and maps supplied by the Army and Revenue Marine Services,